GEOGRAPHIC NEWS BULLETINS

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NOTE TO TEACHERS: This is the first of the GEOGRAPHIC NEWS BULLETINS for the school year 1938-39. No BULLETINS were issued during the summer months. See important notice following Bulletin No. 3.

Photograph by Maynard Owen Williams

SUDETEN JUNIORS, HEIRS OF DISCORD

German-speaking boys of Czechoslovakia, such as the above group near Karlovy Vary (Karlsbad), today watch the passing of troops, tanks, and other instruments of war with mixed emotions. Theirs is Europe's most immediate problem (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Sudetens, Bone of Contention Between Czechoslovakia and Germany

SUDETEN may be a new name to diplomats and politicians but it is an old one to geographers, so old, in fact, that its original meaning is unknown.

The geographic term Sudeten properly applies only to a short range of mountains along the northern border of Czechoslovakia. German-speaking people of this region, however, organized a political party whose program of self rule has been adopted by most of the 3,500,000 German-speaking inhabitants of Czechoslovakia.

Common usage, therefore, has spread the name Sudeten to all German-speaking people around the western end of the Czech Republic. By a sort of general agreement this border rim has come to be known also as the "Sudeten area." Praha (Prague), capital of the country, lies in the center of this western lobe.

Never Part of Germany

The principal areas in which Germans comprise 90 per cent of the population, such as the region around Karlovy Vary, form eight extensive patches and two small ones distributed along the border, with intervening fingers where the Czechs are more numerous. Although it is within the narrow border rim that the Sudetens are strongest, they also constitute between 30 and 50 per cent of the population around some cities of the interior. Germans comprise more than a fifth (22 per cent) of the total population of Czechoslovakia.

Except for a very few square miles, none of the region now known as the "Sudeten area" was ever a part of Germany. Before the World War all of this territory was a part of Austria-Hungary except the small Hlucin district of 110 square miles which Czechoslovakia obtained from Germany under the 1919 Treaty of Versailles. Of the Hlucin district's 48,000 inhabitants 82 per cent were Czechoslovak and 16 per cent German.

How Germans Came to This Region

The frontier that the Sudetens dominate is generally a natural one, being defined almost throughout its sinuous length by wooded mountain ranges. While not as high nor as rugged as our Appalachians, these ranges command the rich central plain, many urban industrial centers, and most of the roads and railroads into the country from the north, west and southwest. The border and numerous passes through it from Germany are reported to be heavily fortified by the Czechs.

Throughout Czechoslovakia's rim of Sudetens, strongly Germanic patches alternate with areas in which half or two-thirds or all the people are Czechs.

Present problems raise the question of how so many people of German speech and customs found their way inside Czechoslovakian borders. The majority of them are the result of four centuries of infiltration, fostered by the common allegiance of ancient Bohemia (modern Czechoslovakia) and northern Germany to the Hapsburg dynasty of the Austro-Hungarian Empire. Praha was once the capital to which Berlin was subject. German colonization was encouraged by German nobles in Bohemia, where Czechs were governed as a subject people.

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Photograph by American Colony Photographers

HAND HARVESTING SURVIVES ON THE SCENE OF RUTH'S BIBLICAL LOVE STORY

Tractors and steam engines have not displaced in modern Palestine the Biblical method of harvesting wheat (called "corn" in the Bible). In such a scene, with Bethlehem over the hills in the background, the Moabite widow, Ruth, helped harvesters under the supervision of Boaz, whose work corresponded to that of the modern overseer (right). Ruth's gleanings included a present of six measures of grain from her employer, and a husband. Another Biblical transaction involving wheat was that for which Jacob's ten sons journeyed from Israel's famine to Egypt's store of wheat supervised by their brother, Prime Minister Joseph (See Bulletin No. 3).

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World's Largest Non-Polar Icecap Found in Alaska

DISCOVERY of what he described as "easily the largest glacier system outside the polar regions" was wired from Alaska in August by Bradford Washburn, leader of an expedition for Harvard University and the National Geographic Society. Mr. Washburn is returning to this country with aerial photographs which will enable map makers to fill in the last large blank space in southern Alaska.

On a spectacular flight over an unknown region of Alaska's lofty coastal range, Mr. Washburn discovered that the huge Bering Glacier and even larger Malaspina Glacier, whose known extent had already won them the title of the world's largest non-polar rivers of ice, are merely two overflows from a vast highland ice field shrouding the mountains from the Copper River valley in Alaska, to the Alsek River valley, in Canada's Yukon, about 235 miles to the southeast.

Mighty Reservoir of Ice

The extent of the newly discovered ice field is comparable to the distance from New York City to Washington, D. C.

Explorations of the expedition have outlined a coast range of mountains which walls in a mighty reservoir of ice. Completely hidden behind the mountain wall, the mammoth ice octopus has lain unseen and unapproachable, its size to be guessed only from the tentacles of glaciers it has clamped around the coastal range.

Largest of the numerous streams of ice overflowing from this giant bowl, cupped high among peaks two and three miles above sea level, are the Bering and Malaspina Glaciers—30 and 50 miles wide, after they have broken through the mountain wall and ground their way down almost to the sea.

In a single flight of discovery over Alaska's newly revealed ice giant, members of the expedition saw more ice than is known in all the famous glaciers of Europe.

Photographing some 1,500 square miles, the expedition found (1) new ridges in the coast mountain range, (2) new glaciers between the range and the Chitina River 50 miles farther inland to the north, and (3) a glacier system uniting the Bering and Malaspina giants with the Seward Glacier in the east and with the Miles Glacier in the northwest.

Separates "Panhandle" from Rest of Territory

The Martin River is found to be likewise an overflow from the same glacier system. Other discoveries of the expedition include geological data on the age and formation of the St. Elias range, which includes such North American rooftop peaks as Mount Logan (19,850 feet), Mount St. Elias (18,008 feet), Mount Lucania (17,150 feet), and Mount Hubbard (14,950 feet).

Most of the newly discovered ice bowl lies athwart and to the west of the Alaska-Canada boundary line, just where it turns due north to the Arctic Ocean. In surveying this frontier, difficulties in running the line along the 141st Meridian were due partly to the overflow of glaciers from the then unknown ice field. The massive glacier bowl pours its slow flood across the border southeastward, between Mount Logan and Mount St. Elias, into the Seward Glacier, which in turn adds its congealed volume to the great Malaspina.

The great glacier system explains why no one travels overland between the southern "panhandle" of Alaska, containing the capital, and the major portion of the Territory to the north. The land link is "broken" by a glacier barrier of more than 200 miles of perpetual ice.

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At the breakdown of Hapsburg authority in the Austro-Hungarian Empire during the World War, the Czechs and Slovaks declared their independence.

Pre-war German inhabitants remaining in Czech cities still influence Karlovy Vary (Karlsbad), Plzen (Pilsen) and Brno (Brünn) so strongly that their German names (in parentheses) may be more familiar to outsiders than the Czech names for the same places (illustration, cover).

In the border rim where the two nationalities are so closely intermingled, farming and grazing lands are mainly occupied by Czechs, while the Germans are most numerous in the industrial regions. Textile mills are especially numerous, for spinning cotton and wool.

Also important among the industries of the Sudeten area are leather, paint, soap, rug, and glass manufacture. Glass making, in the form of beads mainly for export to the Orient, is the basis for one of the interesting home industries.

The Sudeten German element in Czechoslovakia is one of a half-dozen islands of German-speaking population isolated throughout Europe. Germans form minorities also in Italy, Yugoslavia, Hungary, Romania, Lithuania, and Poland.

Note: See "Czechoslovaks, Yankees of Europe," with map, pp. 176-177, in the *National Geographic Magazine*, August, 1938; "When Czechoslovakia Puts a Falcon Feather in Its Cap," January, 1933; "Danube, Highway of Races," December, 1929; "Hospitality of the Czechs," June, 1927; "The Battle-Line of Languages in Western Europe," February, 1923; "The New Map of Europe," and "Czechoslovakia—Key-Land to Central Europe," February, 1921; "Races of Europe," December, 1918; and "Bohemia and the Czechs," February, 1917.

See also in the GEOGRAPHIC NEWS BULLETINS: "Czechoslovakia: Ancient Bohemia Plus," week of December 6, 1937.

Present boundaries of Czechoslovakia and other European countries may be traced on The Society's new Map of Europe, published as a supplement to the April, 1938, Magazine. Separate copies may be obtained at 50c (paper) and $1.00 (linen).

Bulletin No. 1, October 3, 1938.

Photograph by John Patric

THE WURST MAN IS THE HUNGRY CZECH'S BEST FRIEND

In Praha (Prague) it is the custom to lunch between meals, and almost no one is too proud to munch a sausage on the streets. Such stands, with their pickle jars and long Vienna bread, are familiar sights in all parts of the Czechoslovakian capital. Pictures of shoes (upper center) advertise the Bata factory, founded by a Czech shoemaker trained in Massachusetts.

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Wheat: The Most Strategic Grass

WAR news from abroad has affected the wheat market of the United States, pushing up the price. Possibility of a better price offers some relief to this country's wheat problem—a problem of surplus. Official estimates rank the 1938 harvest as the second largest in United States history—939,972,000 bushels, only 7 per cent smaller than that of 1915.

A million and a third farms in the United States share the plight or the prosperity of the wheat market. This grain is given more acreage than any other food crop except corn. The combined area of the Nation's wheat fields could blanket the six New England States.

The top cereal of international commerce today is wheat. Its supremacy has endured throughout history, since Biblical days when Hiram, king of Tyre, sent timber of cedar and fir for King Solomon's temple at Jerusalem in barter for 20,000 measures of wheat.

George Washington Milled Wheat at Mount Vernon

Wheat, called King of Cereals, is simply grass gone handsomely to seed. Instead of flowering an inch or two above the ground for only the muzzles of grazing herds, the grass named wheat lifts its tiny florets on straw stalks where man can see without stooping. Each flower packs all available earth's food and sun's energy into its fruitage of golden nuggets. The ripe grains are, in fact, seeds, cunningly stored with food for the coming winter. Man harnesses wind, water, or electricity to his millstones to grind open the tiny grain's casing of bran.

In recent years, Soviet Russia has been the world's leading wheat farmer, with the United States in second place. Opening of American wheat resources was a potent factor in banishing the dark ages of bread, when only the wealthy could enjoy wheat flour and the masses gnawed on black bread of barley or rye.

Colonists along the Atlantic coast were grain merchants for the sugar plantations of the West Indies. George Washington's wheat fields and mill at Mount Vernon produced flour that sold for $13 a barrel. The scythe, a 17th-century Massachusetts development, extended the reach of the reaper and speeded harvesting. The cradle scythe in 1806 was the next gift of Yankee skill to the wheat farmer. In 1851 the McCormick reaper started out from Virginia to harvest grain by the bundle; thereafter wheat could be harvested by the square mile instead of the acre.

As American inventions gave large-scale planting a sudden impetus, the winning of the western plains gave it a place. Minnesota earned the official nickname of the Wheat State. Minnesota winter wheat grown on an experimental five acres in Kansas in 1870 is given as one reason for fencing Kansas for farms, and for barring out Texas cattlemen, who sought summer pasturage there for their long-horned steers. Kansas now produces one-fifth of the Nation's total wheat crop, although about thirty other States grow at least a million bushels a year. The harvests of Ohio, Illinois, Indiana, North Dakota, Nebraska, Washington, Montana, Oklahoma, and Texas keep these States also near the top of the list.

Plowboy vs. Cowboy Extends Wheat Fields

Prehistoric Lake Dwellers of Switzerland and Egyptians of ancient vintage ate wheat foods when they had only stone tools to prepare them with. Wheat was man's companion in civilization, according to archeology, before he had domesticated animals. Quest for the wild grass from which humanity tamed wheat has taken scientists to Palestine, to Mesopotamia, to south central Asia. Some claim to have discovered the wild wheat ancestor in a hill grass of Syria; others maintain that wild wheat is as extinct as the dinosaur.

Names of the many known varieties of wheat hint of widespread distribution: Indian dwarf, Egyptian cone, Russian Red, Pacific Bluestem, New Zealand, Odessa, Turkey, and Polish (contrarily enough, from Spain). Most important classification, however, is that according to endurance; winter wheats can endure the winter out of doors, and are planted in the fall for harvesting the following year, while spring wheats are planted in the spring for reaping within the same year. About 83 per cent of the United States harvest is winter wheat.

Europeans have taken the grain with them around the world. Spaniards brought it to Mexico as early as 1530. In 1788 the colonists who founded Sydney, Australia, started their agricultural careers with hopes of fig and coffee trees, sugar cane, rice, wheat, maize, and strawberries; by 1929 three-fourths of Australia's farm land was planted in wheat. About 1890 Argentina stopped importing wheat and began planting Pampa pasture land with winter varieties of the grain. With increased acreage, wheat fields have encroached on pasturage; the same regions have begun to give man food in the form of bread as well as beef, plowboy elbowing cowboy to move over—whether on the Argentine Pampa, Australian ranch land, or the Great Plains of the United States.

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The Malaspina Glacier is so extensive that it was not recognized as a glacier until 1880; rocks and soil cover the ice around the edges, and forests take root in the ice-borne earth. It is a composite ice stream formed by about a dozen glaciers, the largest of which is the Seward, named for the Secretary of State who bought Alaska for the United States. One of the eastern fringes of the newly discovered giant ice field is the Hubbard Glacier, named for Gardiner Greene Hubbard, the first President of the National Geographic Society.

When the new glacier system is mapped, there is little doubt that Alaska will be confirmed as the world's largest stronghold of the Ice Age outside the polar regions. The South Pole is capped by ice covering Antarctica and grinding down from the polar plateau in glaciers which break off at the sea and launch huge icebergs into the southernmost ocean. The North Pole, covered with water, must wear its icecap slightly askew on the nearest terra firma—Greenland.

Note: See "Over the Roof of Our Continent," *National Geographic Magazine*, July, 1938; "Exploring Yukon's Glacial Stronghold," June, 1936; "Conquest of Mt. Crillon," March, 1935.

Bulletin No. 2, October 3, 1938.

Drawn by Ralph E. McAleer

A BLANK SPOT ON THIS MAP INSPIRED DISCOVERY OF A HUGE GLACIER SYSTEM

An expedition led by Bradford Washburn for Harvard University and the National Geographic Society set forth to discover what contours should fill in the white space east of the Copper River in Alaska and extending to the shading which indicates glacial ice. The result: glaciers from the Copper River down along the coastal range to the valley of the Alsek River (here unnamed, but indicated by the final "S" in "St. Elias").

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Pilgrim's Progress Has Progressed Far from Bedfordshire

JOHN BUNYAN for much of the world may be merely a name with a slightly comic sound. Or it may suggest Puritanism. For England's central county of Bedfordshire, however, Bunyan remains the dreamy Bible-musing tinker who tramped through its lanes and pled with its 17th-century rustics to repent of a long list of healthy rural sins.

With a true villager's neighborliness, Bedfordshire, this year, recalls that the tinkering preacher of its quiet byways completed his own "pilgrim's progress" just 250 years ago, when he died on an unspecified day in the fall of 1688.

The county town of Bedford claims Bunyan on the ground that he lingered so long in the local jail as to become a fixture. A sentence to the Bedford Gaol, set in the middle of a bridge, gave him leisure to write *The Pilgrim's Progress*, and Bedford is proud to be the home port of a spiritual journey that by now has circled the globe in 74 languages and dialects. Twelve years in the County Gaol, at the corner of High and Silver Streets, gave hot-house forcing to Bunyan's talent, which blossomed into 59 additional titles.

Elstow a One-Man Town Like Stratford

A mile or so outside of Bedford, the village of Elstow is as much a one-man town as Stratford, because it is the birthplace of Bunyan. Known as Helenstow in Saxon times, the handful of gabled, half-timber houses centered around a nunnery almost until the time when it shifted its local faith to its world-famed Puritan.

A century ago, great-grandfathers in the village showed as the site of the Bunyan birthplace a nine-acre farm at the eastern edge of the parish, called Bunyan's End. The cottage has crumbled down and been plowed under, but its most blessed event is referred to in the list of christenings in ancient Elstow Church, for November 30, 1628: "John the sonne of Thomas Bunnionn."

Paths through the flat green country bring the grammar schools of both Elstow and Bedford within walking distance, but John did not record where his parents "put me to school, to learn both to read and write." Perhaps he skipped this fact because "I did soon lose that I had learned, even almost utterly." The rival of his studies might as probably have been play as work, for the young tinker reproached himself generously for "all manner of vices" such as sports. "Another thing was, my dancing," he laments, in listing his sins for *Grace Abounding;* "I was a full year before I could quite leave that" (illustration, next page).

Which County Fair Was Model for Vanity Fair?

It was on the village green of Elstow, still placidly smooth around its weathered stump of an ancient cross of stone, that Bunyan's Sunday game of golf-like "tip-cat" came to an awesome stop when he heard a protest from heaven.

Among the major temptations offered by Elstow village was the savage joy of filling the rural quiet with clangs and booms from five old bells in the squat tower of Elstow Church. Fear that bells or belfry might fall and crush him drove Bunyan to confine his sinful joy to standing at the tower door. (Far from falling, the belfry has since acquired an additional bell.) The church itself shelters the font at which the infant John was christened, and at which parenthood found him standing for the christening of his blind daughter Mary. The old church now glows with modern stained glass windows depicting the Progress of Bunyan's Pilgrim.

Most personal of the Bunyan survivals at Elstow is the cottage to which he

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Photograph by J. W. McManigal

A KANSAS WHEAT CROP COULD GIVE THE UNITED STATES 47 LOAVES PER PERSON

Coal for the steam engine and water for farm hands occupy the foreground, but the background is a typical Kansas harvest that supplies one-fifth of the Nation's wheat. Bundles of wheat are tossed from two wagons at once into the threshing machine (upper right), which is driven by the long belt from the engine.

Bulletin No. 3, October 3, 1938.

A Gift to Education—How Teachers May Cooperate

THE GEOGRAPHIC NEWS BULLETINS are a gift of the National Geographic Society to education. This is the first issue of 30 numbers, each containing five illustrated Bulletins, to be mailed weekly during the current school year. The Bulletins report the geographic background of recent events of world importance.

Because these Bulletins represent a substantial gift to schools from The Society's educational fund, the expense of advertising or circulation promotion cannot be undertaken as would be the case with a commercial publication. The Society must rely upon supervisory officials and teachers to call them to the attention of their colleagues who might use them effectively. This should be done promptly so that applicants may be put upon the mailing list to receive the early issues.

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Chinese Railroads Are Japanese Battlefronts

WORLD WAR battlefronts were generally long lines of trenches and barbed wire, winding over the countryside and hurdling hills, railroads, canals and even rivers.

In China, the battlefronts are railroads, plus that historic highroad of conquest, the Yangtze. Recent maps based on news reports show that Japanese-held territory in China now includes several large areas along or near the coast, but inland it consists mainly of narrow strips along the few trunk railroads.

Between the ribs of this latticework of Japanese rule are broad regions where guerrilla bands are reported to be operating. From time to time they make sudden raids on weak sections of the long battlefronts, ripping up rails and wiping out small garrisons.

U. S. in 1850 Had More Rails Than China Has Now

The vital importance of every mile of the much fought-over Chinese railroads is evident from the fact that China has little more to serve her million and a half square miles of area and almost four hundred million population than has Hungary, only one-forty-second as large and populous.

The entire country of China contains fewer miles of railroad than the State of Nebraska. There are fifteen other States of the American Union each of which has rail trackage exceeding China's. Both Illinois and Texas have twice as much.

China's rail trackage at the end of 1936, before the Sino-Japanese war began to destroy and encourage building at the same time, was about 6,000 miles, including both main and secondary lines. That is only two-thirds as much as the United States had in 1850.

First obstacle to railroad building in China was the fear that the strange western "iron horse" aroused in Chinese peasants. When the first rails were laid, a mere twelve-mile line from Shanghai to the river mouth port Woosung, in 1876, Chinese protests were so violent that the government bought the line, ripped up the tracks, shipped rails and cars out of the country to Taiwan (Formosa), and—according to one story—dumped the engines into the river.

Three-Fourths of Rails North of Yangtze

It was a decade later that a short industrial railroad in the country's northeast corner made good, hauling coal from the Kaiping mines to the nearest canal. In 1888 the coal line extended all the way to Tientsin, 62 miles.

Seventeen railroads were in operation in China in the last normal year, 1936. Four are less than a hundred miles long. Only seven are over 200 miles, the longest being 750 miles. There are at least fifteen railways in the United States each one of which operates over more track than exists in all China's seventeen lines.

Yet it was possible, by ferrying across certain rivers, to travel by train from Kowloon, on the mainland beside Hong Kong in the southernmost province, practically due north through the whole country to Peiping, the northern capital, a distance of more than 1,500 miles, or approximately as far as from New York City to Denver, Colorado. In time of peace, connection at Peiping was made for northeastward travel to join the Trans-Siberian line, which is linked with the rail system of Europe, and such western destinations as Paris.

Another rail connection, the Peiping-Suiyuan line, takes the traveler northwest-

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brought his bride, a humble place in keeping with their being "as poor as poor might be (not having so much household stuff as a dish or a spoon betwixt us)."

The neighboring village of Hartlington cherishes a 17th-century mansion where Justice Wingate, in 1660, three times offered Bunyan his liberty if he would stop preaching, and finally after three refusals sent him to jail in Bedford—the "den" in which Bunyan lay and dreamed of Christian and his pilgrimage to heaven.

Just as Eskimo children dream of a heaven of ice and plentiful seals, Bunyan's dream of heaven was an enlargement of Bedfordshire.

"He mapped for those who follow
The world in which we are"

Kipling wrote of Bunyan, that "tinker out of Bedford, a vagrant oft in quod" (jail). But Bunyan mapped also the little world of the shire in which he lived. The Slough of Despond, where neighbor Pliable deserted Christian to tumble in alone at the beginning of his pilgrimage, is identified as a mud-bordered stream behind the farm home of Bunyan's boyhood. Hillersdon House behind Elstow Church, ivy-smothered ruin with graceful doorway arch intact, is supposed to have inspired the House of the Interpreter. Houghton Towers, six miles from Bedford on the road to Ampthill, is locally regarded as the original House Beautiful.

Vanity Fair, in what is probably the most quoted chapter of Bunyan's allegory, may be a tirade on the rowdy fair at Guildford, but Elstow also had county fair traditions of its own, and the Moot Hall on the village green where Bunyan played still shows the bricked-up doorways of former booth-like shops.

The Delectable Mountains, which gave Bunyan's pilgrims such a pleasant view, are associated with the hilly country around Ampthill—not mountains, but decided elevations from the flat land around Elstow and Bedford.

© *London Times from Pictures, Inc.*

BUNYAN'S VANITY FAIR DENOUNCES BEDFORDSHIRE MERRYMAKING

"And, moreover, at this fair there is at all times to be seen juggling, cheats, games, plays, fools, apes, knaves, and rogues, and that of every kind," the writer complained. Dancing around a painted Maypole on the village green still survives in Bedfordshire, where the outdoor sports shocked Bunyan into listing them among the snaring evils confronting Christian as he pushed his way through Vanity Fair in *Pilgrim's Progress*. This Maypole is at Ickwell.

ward beyond the double line of the Great Wall, and into Mongolian wastes of mountain and desert where one-humped camels and shaggy ponies are the more general means of travel.

For the gradual inching of railway threads across the map, China was at first indebted to Russia, France, Belgium, Germany, England, and the United States. Outside control of the railroads was one factor leading to the anti-foreign uprising of the Boxer Rebellion in 1900. Riots against imperial policy favoring foreign rail owners were forerunners of the 1911 Revolution, which threw out Manchu rulers and established the Chinese Republic.

The first all-native railway enterprise was the line northwest from Peiping to the outer barrier of the Great Wall. Peiping is still a rail center, with a line heading toward each of the four points of the compass. In Central China, Shanghai and Nanking are joined. There are few interconnected lines in China, however; most railroads are long untangled threads, with an occasional spur to a mine or to a port.

Three-fourths of the railroads are north of the Yangtze River, most of the mileage going into north-south connections of Hankow with Peiping and Nanking with Peiping. The only east-west rail artery of great importance is the Lunghai Line, which gives Chinese rails their farthest westward expansion. It is western expansion, however, as in the Union Pacific days of American railroading, that is the goal of China's future railway plans.

Note: Photographs and references to China's railroads are to be found in "Hong Kong—Britain's Far-flung Outpost in China," *National Geographic Magazine*, March, 1938; "The Rise and Fall of Nanking," February, 1938; "Landscaped Kwangsi, China's Province of Pictorial Art," December, 1937; "Peacetime Plant Hunting About Peiping," October, 1937; "Grand Canal Panorama," April, 1937; "Coastal Cities of China," November, 1934; "The Glory That Was Imperial Peking," June, 1933; and "Manchuria, Promised Land of Asia," October, 1929.

Bulletin No. 5, October 3, 1938.

Photograph from International Newsreel

ALWAYS IN THE PICTURE AT CHINA'S RAILROAD STATIONS—THE SOLDIER

China has been invaded many times, but never before so rapidly over vast expanses of territory as during the present undeclared war with Japan. The explanation is that the Japanese have pushed their troops down and across China's railroad lines, which crosshatch the country from north to south and from east to west. In broad areas between the railroad lines guerrilla bands and roving squadrons of Chinese troops are still active.

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